

REMARKS

The Examiner's rejected Claims 3, 4, 6 through 8, 15, 16, 18 and 19 were rejected by the Examiner under 35 U.S.C §102(b) as being anticipated by GB-2316986 (GB'986)

The first paragraph of the second page of GB '986 states "Besides its function of adjusting the brake pressure in the wheel brake cylinders, the inlet valve has a safety function: if, as a result of a fault in the electronic control unit or in a pump pressure sensor connected to the discharge end of the hydraulic pump, the brake fluid pressure exceeds an admissible maximum pressure, the inlet valve, which closes under the action of a spring, opens so that brake fluid flows from the discharge end of the hydraulic pump, through the inlet valve and the outlet valve which is open in its basic setting, back to the brake fluid storage tank so that the maximum pressure in the vehicle brake system is limited. During said process, no brake pressure is built up in the wheel brake cylinder." (emphasis added)

Similarly GB'986 states

"Besides their function of adjusting the wheel brake cylinder pressure, the inlet valves 22, which like the outlet valves 24 are designed as differential-pressure or pressure relief valves When one of the inlet valves 22 opens as a result of attainment of the admissible maximum pressure, the outlet valve 24 is opened through energization in order to prevent brake pressure from building up in the wheel brake cylinder 20, i.e. in order not to brake the respective vehicle wheel. The opening of the outlet valve 24 is effected automatically in that the brake pressure sensor 32 detects a pressure build-up in the wheel brake cylinder 20 but the braking force setpoint generator 36 does not call for a build-up of braking force." GB'986 pages 5-6 (emphasis added)

It is clear that no anticipative opening of the inlet valve occurs. Instead, no action is taken until the pressure *reaches or exceeds* an admissible maximum pressure,

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at which point *spring pressure is overcome* and the inlet valve opens independently of any electronic control signal. The outlet valve is electrically opened only in response to a sensed rise in pressure at the load (brake), or, in another embodiment, always energized open whenever no brake demand signal exists, regardless of the operation of the pump. (GB'986 page 6).

Thus, the pressure relief operation of the inlet valves of GB'986 is purely reactive, and not electronically controlled. Thus, no anticipative operation, as recited in the independent Claims 3 and 19, is taught or suggested by GB'986. Accordingly, withdrawal of all rejections under 35 U.S.C §102(b) is respectfully requested.

The Examiner rejected the Abstract; a new Abstract is hereby provided addressing the Examiner's concerns.

The Application should now be in proper form for allowance, and a Notice of Allowance is respectfully requested.

Respectfully submitted,



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